



City of Seattle

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Seattle Freight Advisory Board

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Alon Bassok, Vice Chair

Warren Aakervik

Linda Anderson

Cliff Bates

Bari Bookout

Eric Candelaria

Terry Finn

Chris Martin

Mike Sheehan

Bob Viggers

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

Seattle Freight Advisory Board Meeting Minutes

Date/Time: August 16, 2011 / 9:30 a.m. – 11:30 a.m.

Location: Seattle City Hall, L280

Members Present: Warren Aakervik, Linda Anderson, Alon Bassok, Cliff Bates, Anne Goodchild, Mike Sheehan, Bob Viggers, Christine Wolf (for Bari Bookout)

Guests Present: Neal Komedal (Seattle Bicycle Advisory Board), Thomas Noyes (WSDOT), Suzie Burke (North Seattle Industrial Association, Fremont), Jim Tutton (Washington Trucking Association), Jodie Vice (Cleancescapes), Sally Delfierro (Port of Seattle)

City Staff Present: Charles Bookman, Cristina VanValkenburgh, Tracy Burrows, Dawn Schellenberg, Mike Estey, Ron Borowski, Kristen Simpson, Ruth Harper (all SDOT), Kristian Kofoed (DPD)

1. Welcome and Introductions

Board members, city staff, and other attendees introduced themselves.

2. Public Comment

There was no public comment.

3. Approval of Minutes

Warren Aakervik made a motion, and Linda Anderson seconded, to approve the July meeting minutes.

4. Chair's Report and Announcements

Anne Goodchild chaired the meeting and had no announcements.

5. CTAC III Update

Tracy Burrows from SDOT summarized the actions of the Seattle Transportation Benefit District (STBD) and the current status of work of the Citizens' Transportation Advisory Committee III (CTAC III). The STBD (whose members are the same as the Seattle City Council) voted to collect a \$20 vehicle license fee (VLF) in fall of 2010, to pay for various transportation projects. They also created the CTAC III to evaluate whether an additional VLF proposal should be sent to the voters in November 2011. The STBD decided to place a \$60 VLF proposal on the November 2011 ballot. This proposed \$60 VLF would have a 10-year life span.

If approved by voters, the new funding would be divided into three categories:

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- system repair, maintenance and safety improvements,
- transit speed, reliability and access improvements, and
- pedestrian, bicycle and freight mobility improvements.

Funding for a Freight Master Plan would come from the third category.

Comments and questions from the Board included:

- A “no” vote could be considered a vote against the Complete Streets ordinance. A: Street maintenance group has looked towards this money to fund their spot improvements. The pedestrian and bicycle programs provide funding towards the complete streets elements of paving projects.
- What is the cost of a freight master plan? A: The cost is estimated to be in the \$350,000 to \$500,000 range.
- What does “develop underused urban spaces” mean? How could this funding really achieve that? A: This funding can leverage other grant funds to develop spaces like the recently completed McGraw Square project or the upcoming Bell Street project.
- If this measure is not passed by the voters, where would the funding for a Freight Master Plan come from? A: Other funding options would be explored.

The website for the Seattle Transportation Benefit District, which details both the history and the current status of this effort, is: <http://www.seattle.gov/stbd/>

6. South Harbor Truck Parking

Mike Estey and Dawn Schellenberg gave an update on the efforts to address truck parking issues in the Georgetown and South Park neighborhoods, primarily overnight truck parking in residential areas.

This effort started in 2008 and the recommendations were to install signage, educate truck drivers about parking and idling issues, and add off-street parking. SDOT has installed signs related to parking and idling, and is designing a flyer to educate drivers about parking issues. The Board agreed to provide input on the flyer. The Port of Seattle has added 125 off-street spaces, which are all fully utilized. The Port meets with drayage drivers and can help provide further education.

A copy of the presentation is available here:
<http://www.seattle.gov/sfab/documents.htm>

7. Freight Typologies

Anne Goodchild talked about “categories of freight” as part of the board’s preliminary discussion of freight master plan topics. There are diverse subgroups in freight. There are three categories of freight: 1) made in Washington State, 2) urban pickup/delivery and 3) global gateways. Freight can also be categorized by: 1) long-haul, 2) urban pickup/delivery, 3) drayage and 4) regional (less than a truckload).

Communities need to be identified and addressed. Different groups will respond to different solutions.

Comments from the Board included:

- How does a local but large package fit in (i.e. separate from small package delivery)?
- Add both transit and solid waste/recycling to the urban pickup/delivery category.
- Try to separate freight travel options depending upon whether they are long-haul, regional, drayage, etc.
- What roads are left in Seattle for separate uses?
- Focus attention on land use around Port facilities.
- Don't forget all the hills—all modes prefer flat roads.
- Also consider perishability of goods, schedule, absolute shipment size, hazardous materials.

8. What are the big issues and ideas in freight today?

Anne Goodchild continued the discussion. The big issues and opportunities are both operational and strategic.

Other comments:

- It's not ever efficient for trucks to sit in traffic.
- Can we solve truck parking issues?
- Regarding Complete Streets, will the freight board advocate for some arterials to be truck-only?
- Consistent lane widths would be helpful, so that all lanes are actually wide enough to be used.
- Congestion is the reason that one board member is on the board. Seattle needs the capacity to handle traffic and keep it moving. There is no longer any excess capacity.
- Need more delivery parking zones downtown.
- Use of load zones should be addressed – load zones used for sales calls.
- Need off-street parking, not just on-street parking.
- Charlie's Produce has moved to using smaller trucks and vans to get through downtown and through alleys.

9. Future meeting topics: Board member presentations

Alon Bassok introduced the idea that board members could learn from what other board members are doing in their lines of business. For example, the board learned today how Charlie's Produce solves some of their challenges. Bob Viggers can do a presentation at a future meeting. Cliff Bates can give a presentation that V Van Dyke trucking has recently given to WSDOT. Chris Martin may present on Cleanscapes at the September meeting. A board member would like a presentation on access to the Port. How do goods get in and out? What is the routing? How is the viaduct/tunnel involved? What happens on game days?

10. Adjournment

The meeting adjourned at 11:30am. The next meeting is scheduled for September 20, 9:30am to 11:30am, Seattle City Hall Boards and Commissions Room L280.